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PRIVATE RESIDENTS AT THE
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with which is incorporated the
CHINA OVERLAND TRADE REPORT.
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No. 5,346, 號六十四百三千五萬一第 日二十月五年三十三緒光 HONGKONG, SATURDAY JUNE 22ND, 1907. 大拜禮 號二十二月六年七零百九千一英海曆 PRICE, \$3 PER MONTH.

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Hongkong, 21st September, 1903 778

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Hongkong, 13th June, 1907. 30

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BIRTHS.

On June 1st, at Tientsin, the wife of ROWLAND
H. E. WADE, Chinese Customs Service, of a
daughter.

On June 13th, at St. a ghai, the wife of L. H.
DRAKEFOOT, of a son.

DEATHS.

On June 17th, at Shanghai, SARAH ELLEN
MURPHY, beloved wife of Alfred E. Murphy,
aged 50 years.

On June 17th, at Shanghai, N. BORANJEE,
Manager of Messrs. Phiroozkhani B. Pait & Co.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 22ND 1907.

PERHAPS because it is unthinkable, no one
seems to have thought of one simple solution
of the cubicle question. Yesterday's con-
versations, based on our report of the
Legislative Council mostly took a tone of
satisfaction that the unofficial representatives
had shown such unmistakable signs of
their determination to "stand no official
nonsense." We have published only one
letter out of those submitted, selecting it for
its brevity. Others merely said similar
things at greater length. It is certainly
gratifying to find that our chosen or elected
representatives are not of the "dumb, driven
cattle class," and we fear that the Hon. Mr.
May's promise of sympathetic consideration
will by many people be discounted as a
result of the official attempt to postpone
discussion. As a matter of fact, it might
have been wiser for HIS EXCELLENCY to
stretch a point, and let strict rules go. At
the previous meeting he accepted the tacit
indulgence of the Council, and spoke out of
order, and the lesson he draws from the
result is that "it just shows one ought

never to break any rule." That is a hasty
conclusion, and not to be too seriously
maintained. All rules require their
exceptions, and after all, what harm has
been done in the present case. We are so
much further forward as a result of Mr.
May's breach, and still further as a result
of those unofficial speakers who insisted on
following his bad example. There has to be
a lull during the three months during
which the Council stands adjourned, and this
breaking of the ice will make it easier for
those who will have to re-open the subject.

We began by hinting at a simple solu-
tion of the cubicle question which we
fear will be considered "unthinkable."
Unlike the Hon. Mr. POLLOCK, we are
somewhat appalled by the prospect
of having to spend eight million
dollars on the scheme for admitting more
light and air to Chinese tenements in the
City. That is a large sum, and an ex-
penditure which, in the present depressed
condition of business, ratepayers will hardly
face with equanimity. If we— they— could
be assured that the scheme of removing
every third block of houses is likely to
be, as it suggests believe, a thorough
scheme; if we could feel certain that it
would undoubtedly have the effect of
materially reducing plague and other
communicable disease, then it would be
the right thing to say "hang the expense."
Eight millions or eighteen—what matter,
so such a blessing secured. But is it
certain: can we be so sure? If the answer
be "yes," we at once reply: "then let
every third block of houses be removed;
and hang the extra expense. It
would be worth it all." The answer how-
ever is not, or ought not to be, a categorical
affirmative. Light and air are good things;
healthy things—no one disputes that; unless
perhaps the Chinese themselves. But what
is the good of taking pains to uproot your
thistles if your neighbour lets his run riot?
From Canton, to say nothing of Macao or
elsewhere, the plague thistle flourishes
according to the favour of the seasons, and
its seeds come blowing into Hongkong. It
will be retorted that if they find no dark
cubicles they will fail to find lodgement;
but that is too easy. It could just as easily
be asserted that by making Chinese tenement
more open, the bacilli would find readier
ingress. Those who have followed
the movement for erecting model dwellings
for workmen as a municipal enterprise at
Home have learned that a hygienic pigsty
does not change swinish habits, nor eradicate
disease. This is language more
offensive than we would deliberately choose,
but plain speech is needed to reveal the
issue. The Chinese are the chief sufferers,
and it is the Chinese themselves who must
be got to make the right effort. It is a
mistake to penalize Hongkong landlords
to no purpose. An official orator drew a
would-be pathetic comparison between local
tenements and local stables, but this
reference to the fortunate "dumb four
footed animals" rather impels us to ex-
claim "hoity-toity," or some similar expres-
sion. If the Chinese coolie and his
family shared the "naked and unashamed"
innocency of the horses, the cubicle question
would not have arisen; but there is an
immoral moribund to guard against as well as
a plaguey one, and cubicles are necessary
evils. The places to be compared with our
typical tenements are not horse repositories
but the houses of the masses at Canton,
where the plague comes from. But some-
times Hongkong epidemics are said to be
worse than Canton epidemics. So much
the better for our argument; the Canton
tenements and streets are worse, from the
sanitarian's point of view, so it seems it
really does not matter much what is done.
These are points, not too coherently col-
lected, for consideration. By abolishing the
cubicle ordinance, would we not save
\$8,000,000, get rid of the present filthy
bag substitutes, and have then only to see
that the cubicles get regularly cleared?
That is the simple solution, that has not
been thought of perhaps because it is
unthinkable.

"IMPERIAL OUTPOSTS" is the title of one of
Mr. JOHN MURRAY's newest publications,
and probably of one of the most important.
The author of the book is Colonel A. M.
MURRAY, and Lord ROBERTS in a preface
says it is up-to-date and of peculiar value.
With such a distinguished commendation
there is no need for us to "review" it, but
its matter deserves and demands what
attention we can give it. References to
Hongkong by two such Service men naturally
first attract our notice, and it is a little
disconcerting to find that all Lord ROBERTS
has to say is a parrot-like repetition in the
manner of the opium tract:

"The chapter on Hongkong recalls the recol-
lection of a war—the Opium War of 1840—
which was probably the last justifiable war ever
waged by Great Britain. Whatever opinion
may be held regarding the policy of that war,

every right-minded person will join the author
of 'Imperial Outpost' in his outspoken condem-
nation of the Indian opium traffic with China.
That traffic is iniquitous and indefensible, and
the sooner it can be suppressed the better for
British credit."

Thus Lord ROBERTS, who is not too old
yet to remember that all the "right-minded
persons"—they invariably claim that
monopoly—were not long ago describing the
Boer war as he describes the "Opium War."
Colonel MURRAY does see other things at
Hongkong besides its opium long. He
would rather that Great Britain had held
Manila than either Hongkong or Singapore,
because it commands both. "Given the
possession of sufficient naval force, an
American admiral can strike right or left,
compelling his opponents to fight where it
best suits his own purposes. Even without
battleships, he says, the present China
squadron represents a numerical pre-
ponderance of naval strength, but he
hopes the station will not be left
for long without one or more
battleships. Then he comes to the title:
devils of the 'biggest port in the world,'
and says they are unfortunately of bad
origin. "No more unjustifiable war has
ever been waged by a civilized nation.
Cupidity was its cause, and cupiditv of a
demoralizing nature. The war can only be
described as a successful piratical attempt
to force an illicit traffic in a contraband and
noxious drug on an unwilling people."
Truly the late Sir H. POTTINGER cannot
have foreseen what violent language would
one day be based on his despatches, which
might have been more carefully compiled
if he had known more of the facts that were
later unfolded. Hongkong harbour, the
author goes on, after having eased his mind
as in the quotation, is "perhaps the most
beautiful of the world"; and is "most
powerfully fortified." He is lavish of super-
latives, whether praising or damning, and
"it is satisfactory to know that the forts
are armed with the best guns obtainable,
and are manned by a superb force of British
artillerymen. The land defence is another
matter," and the military authorities are
othered to know how to hold an eleven
mile frontier with the limited force avail-
able. Sir MATTHEW NATHAN, it appears,
offered the curious contention that "a
frontier which is capable of attack is
equally capable of defence," but that was
probably spoon-fed to a globe-trotter, for
our late Governor was not devoid of a
quiet humour, and could enjoy "pull-
ing a leg" sometimes. The Hongkong
and Whampoa Dock Company, we read,
"has been as enterprising as the Tan-
jong Pagar Company has been backward
in carrying out improvements." There is
the usual nonsense—we can call it nothing
else—in which the characteristics of the
Chinese nation are ascertained by obser-
vation of the "boys" at the Hongkong Hotel.
"Conservative by instinct, the Chinaman
obstinately refuses to surrender his hereditary
individuality, and is moulded on a Christian
model. He is selfish and feelingless.
Reserved by nature, untruthful by habit,
inscrutable by character, he lives among
Englishmen without social assimilation."
How the Colonel could discover so much if
his subject was indeed "inscrutable" is a
mystery, and it does seem a little odd that
after referring to his own people as the
greedy authors of the wickedest war in
history, he should go on to label the Chinese
as Col. MURRAY's remark that the title-
deeds by which we hold Hongkong are had
scarcely squares, moreover, with his regret
—shared by us—that Great Britain did not
also seize and hold Shanghai. But we have
already given enough to show that those are
like to be disappointed who expect to learn
from this particular book anything particu-
larly new about our Imperial Outposts.
What the author might have told he is not
allowed to tell, and what he does tell, well—
we have heard it before, or something very
like it.

Three more cases yesterday brought the
plague total to 101.

Yesterday, at the Magistracy, a Kowloon
pawbroker was fined \$40 for receiving into
paw marked bed sheets, the property of the
overman.

A marine hawk, who was arrested in
Kowloon by Sergeant Wells for being in
unlawful possession of a piece of iron, at-
tempted to bribe that officer with 70 cents. For the
first offence he was fined \$5 and for the second
\$25 by Mr. Hazland, at the Magistracy,
yesterday.

The naval yard blacksmith who was arrested
on suspicion that he was responsible for the
illness of a coolie with whom he had quarrelled
during the day, and fought, was discharged
yesterday by Mr. Hazland. The coolie had
died in the hospital but death was due to
peritonitis.

The Criminal Sessions for the current
month are closed and the jurors who were
discharged yesterday morning are not required
to attend at the Supreme Court House to-day.

The Chamber of Commerce and Arts in
Florence has decided to form a library of
catalogues and price-lists of all the firms and
manufacturers of the world and has issued a
circular to all the Italian consulates informing
them of this novel plan. If any of the local
firms or manufacturers desire to forward their
price-lists, they can send them to Commandatore
Volpicelli, the Italian Consul General in the
Colony, who will forward them to the Chamber
of Commerce in Florence.

On Thursday a shopkeeper at 154 Des Voeux
Road Central went next door to collect a bill.
This was at nine o'clock at night and the people
of the house told him to come back at a more
reasonable time. The collector resented this
and seized the master who retaliated by picking
up a spittoon and hitting the collector over the
head with it. The latter had to be taken to the
hospital and the shopkeeper was arrested.
Brought before Mr. Hazland, yesterday, he
was remanded pending the recovery of the
collector.

Mrs. Dosebi, the 73 years old Parsee lady
whom we mentioned as passing through Hong-
kong on a round the world trip, expects to
leave with her two sons on Monday, for Shang-
hai and Japan. The *Janjumsahad*, a Gujarati
paper, publishes an excellent photograph of the
lady. We were a little indiscreet in saying
that the cap embroidered with gold and pearls
and diamonds by Mrs. Dosebi is to be presented
to the Queen. The venerable mother of it hopes
that after it has been exhibited at Tokyo,
Dublin, and America, Her Majesty may be
inclined to accept it. Yesterday the party were
guests of Sir Pau Chatter.

The Osaka Locomotive Company is reported
to have as many orders in hand as it can under-
take. The company is now making 246 sets of
bridge girders, weighing 3,393 tons, for the
Government railways; two tank engines for the
Formosan railway; and 400 wagons (broad
gauge) for the South Manchuria Railway. The
400 coal trucks ordered for the Kyushu Railway
have just been completed, and 14 sets of bridge
girders for the Formosan Railway are now be-
ing fitted up. The company is at the present
time making bridge girders weighing 511 tons
to the order of the Osaka Municipality.

The humanitarians who wish to see human
savagery eliminated, and all men as doves, may
be pleased by the "mercy" evident in an Indian
murder case; but others will call it "sentimen-
talism," and such as is likely to encourage
rather than discourage savagery. A soldier at
Darjeeling, jilted by a young woman, stabbed
her with such violence that the knife went
through the breastbone and pierced the heart.
The defence was that he was merely pushing
her away in anger, and forgot the knife was in
his hand. The jury returned a verdict of
"culpable homicide not amounting to murder,"
and the lucky soldier gas off with six years
rigorous imprisonment.

The *Indian Daily News* says it is to be
feared that recent telegrams that have been
sent home to England concerning the state
of affairs in India have been somewhat more
"sensational"—to use no harsher term—than
the actual circumstances warranted; otherwise
it would not have been considered necessary
for the Secretary of State for War to make
any such statement as that which Reuters
wired out. We have already heard that
Reuters' correspondents in the north have
been a little too zealous in the discharge
of their duties; so much so in fact as to cause
a suggestion to be made in the House that the
agency should be muzzled if it indulged in
sensationalism. But Reuters was not the only
offender.

In a recent report to the Government, the
Japanese Consul at Bombay stated that the
demand for beer in India exceed 11,000,000
gallons a year, with a tendency towards further
increase. Of this quantity 6,000,000 gallons
were supplied by breweries in India, and
5,000,000 gallons were imported from other
countries, 93 per cent. being supplied by Eng-
land, and only 7 per cent. by other countries.
During 1905, 4,400,000 gallons of Japanese beer
were imported into India and the greater part
of this amount was sold on trial in and about
Calcutta, little being known about Japanese
beer in the neighbourhood of Bombay. The
Japanese consul pointed out in conclusion that
as Indian merchants were beginning to direct
their attention to Japanese trade, if Japanese
beer was sent to India at low prices—selecting
the best quality—it is possible to extend the
market of Japanese beer in India.

An Indian correspondent sends to the *London
Morning Post* an extraordinary story to the
effect that Hakim Syed Nasir Ahmed, a well-
known physician in Delhi, has discovered what
he alleges to be a cure for plague. The medicine,
after being prepared by the hakim is to be tied
round a cow's neck and the animal is to be taken
round the plague infected quarters of the city.
During the process of these perambulations
some kind of drug or disinfectant of the nature of
which, as in the case of the first drug, is only
known to the hakim himself, is to be sprinkled
on the ground on the route taken by the cow.
It is said that the hakim believes that as soon as
the cow starts on its pilgrimage the effect of his
novel procedure will be felt throughout the
whole city by a decrease in the plague mortality.
The Municipal authorities gave permission
for his extraordinary experiment to be tried, so
long as the process was not objected to by the
citizens. As perhaps might be expected, the
inhabitants of Delhi are quite ready to believe
in a cure of this kind, and the cow perambula-
tion commenced on Sunday, the 14th May, with
what result is not stated.

Messrs. E. Hope and W. H. Moore have
joined the Volunteers and Officers J. H.
Seth and H. B. Shennan are permitted to
resign.

Miss Jessie MacLachlan, the Scottish prima
donna, contemplates visiting India and the
East. She is just completing her second tour
of Australasia, and is accompanied by a
concert party which includes Mr. Douglas
Young (tenor), Mr. John McLinden (cellist),
and Mr. Robert Bachman (pianist).

A the Marine Magistrate's Court yesterday
Commander Basil Taylor, R.N., convicted F.
Johnson, donkeyman, M. Mainwaring, J.
Cronin, and A. Thern, firemen, belonging
to the *s.s. Coug et* of quitting the ship with-
out the permission of the master, Thomas
Walker, on the 19th inst. in Victoria Har-
bour. The master said that the accused quitted
the ship without leave. Cronin and Thern
returned during the night and created a
disturbance. Thern fell overboard and wanted
to fight those who rescued him. On the
morning of the 20th the two men again went
ashore without leave. Witness saw them in
a sampan and called to them to come back,
but they refused to return. They said they
wanted to see a doctor. The doctor was on
board the previous day, but they did not want
to see him then. Defendants who pleaded guilty
said they had never asked leave yet since
they had been on this ship. They were ordered
to forfeit eight days' pay each.

A member of the police force who deserted
about twelve months ago, was arrested in
Hongkong yesterday. During his absence he
had been employed in the Chinese Customs,
and apparently had come to Hongkong for a
trip. A warrant was out for the arrest of ex-
-constable Norman in connection with a sum of
about \$400 which was not paid to the commander
of the Water Police mess while Norman was in
charge of the mess, and what became of this
money he will now probably be asked to explain.

Hei Yun, a Manchu Censor, has memorialized
the Waipuu recommending the establishment
of an independent and purely Chinese Roman
Catholic Church in China. He also suggests
that a special Envoy should be sent to the
Pope to request his Holiness to appoint a
Papal Nuncio to reside in Peking, and that a
Chinese Cardinal be appointed by the Pope
to be the head of the Chinese Roman Catholic
Church, who shall control all matters relating
to that Church in this Empire. The ultimate
object of these suggestions is the perfecting of
amiable and cordial intercourse between con-
verts and non-converts subjects of His Imperial
Majesty the Emperor.

A delegation from the Rockway Beach
Taxpayers' Association called upon Arthur J.
O'Keefe, First Deputy Police Commissioner, in
Brooklyn to ask the police to act as censors of
bathing suits worn by women during the coming
summer. Attorney George W. Titcomb, who
acted as spokesman for the party, declared that
for the past few years the "loud" costumes of
some women bathers had become a disgrace to
the beach. Many women, he said, put on bath-
ing suits with no intention of going in the
water. Instead they promenade through the
business streets of Rockway and were usually
to be seen in ice cream saloons. They wore high
skirts, low-cut waists and openwork stockings.
These displays drew undesirable people to
Rockway.

By kind permission of Lieut.-Col. W. Scott
Moncrieff and Officers, the Band of the Third
Battalion "The Duke of Cambridge's Own"
(Middlesex Regiment) will play the following
programme of music during dinner at the
Hongkong Hotel, this (Saturday) evening:—
Overture "I Martini," Donizetti
Valse "Mon rive," Waldteufel
Selection "The Casino Girl," Engländer
Duet "Excelsior," Halfé
Three Hungarian Dances, Muller
Ballet "To son la rosa," Mariani
Reminiscences of all nations, And Godfrey
Devish Chorus "In the Soudan," Sebek
Dance "Hors-d'œuvre—Macanar Fish
on Tattal, Soup—Mock Turtle Soup, Fish—
Grilled Fish and Butter Sauce. Entrées—Lamb
Cutlets and Green Peas, Haricot Or Tail, Merguez
Patties, Curry—Lobster Curry, Joints—Roast
Sirloin of Beef and Horseradish, Roast Turkey
and Sausages, Stuffed Bacon and Spinach, Cold
Roast Leg of Pork and Tomato Salad, Sweets—
Tapioca Pudding, Strawberry Ice Cream and
Finger Cakes, Topsy Cake, Cheese Biscuits,
Dessert—Coffee—Fruit.

Mr. Cadbury is a manufacturer in a big way
of the business. He is in the cocoa and
chocolate line. He is a radical philanthropist.
He is a large subscriber to liberal political
organisations. He is the proprietor of that
staunch Free Trade journal, the *Daily News*.
And yet that gentleman is able to do all good
things to his party by dint of money made by
Protection. For in order to "protect" the
cocoa industry in England against the compe-
tition of French and German cocoa there has
been placed on those imports a nice little tariff
to protect this eminent Free Trader, by giving
him "preference" in the British market. Did
anybody say "Free Food?" For this is a tax
upon food beyond contradiction. As one press
reference well points out, in noting this
glaring inconsistency, that all the philanthropy
that this gentleman has achieved, his model
villages, schools, and so on has really been
accomplished by using the working benefits of
Tariff Reform. "The career of Mr. Cadbury
is a perfect example of Tariff Reform in work-
ing order—but, according to the *Daily News*
it is an outrage both on economics and morality
and every trace of its achievements is raised,
upon the tears and hunger of the poor."

A country is civilised to the degree in which
the individual can articulate and realise his
aspirations. Without personal initiative there
can be no progress.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

KING AND KAISER.

LONDON, June 21st.
The King has invited the Kaiser
to visit England.

AMERICAN MONOPOLIES.

LONDON, June 21st.
An enquiry has been instituted
into the New York and Hamburg-
Amerika monopolies.

SIAMESE KING IN ENGLAND.

LONDON, June 21st.
The King of Siam arrived in Eng-
land to-day.

PORTUGUESE POLITICS.

LONDON, June 21st.
Further political riots have taken
place in Lisbon.

[REUTERS' SERVICE.]

THEFT OF THE ASCOT GOLD CUP.

LONDON, June 19th.
The Ascot gold cup (£500), was stolen
during to-day's racing, while the attention
of the constable and attendant in charge
was diverted.

FRANCE.

LONDON, June 19th.
M. Clemenceau announced in the
Chamber that the time had come to assert
the supremacy of the law in the South, and
warrants had been issued for the arrest of
the principal rebels.

RESULT OF THE HUNT CUP.

LONDON, June 19th.
1 Lally.
2 Andover.
3 Macau.
There were 24 starters. Betting: 100/6
against Lally; 13/2 against Andover;
100/6 against Macau.

THE UNITED STATES AND THE
BOXER INDEMNITY.

LONDON, June 19th.
President Roosevelt recommends Congress
to release China from the Boxer indemnity
except \$11,000,000, America's actual ex-
penditure, of which \$5,000,000 has already
been paid.

[N.C. Daily News' Service.]

FRANCE AND JAPAN.

TOKYO, June 17th.
The Privy Council in the presence of the
Emperor adopted the Franco-Japanese Agree-
ment, which is published this evening. The
document states that, whereas Japan and France
are agreed to respect the independence and
integrity of China, as well as the principle of
equal treatment in that country for the
commerce and citizens of all nations; and
whereas they have a special interest in
having order and a pacific state of things
preserved, especially in those portions of the
Chinese Empire which are adjacent to terri-
tories where the High Contracting Powers
have rights of sovereignty, protection, or
occupation, the two countries engage to support
in those regions, with a view to maintain the
respective positions and territorial rights of the
two Contracting Parties on the Continent of
Asia.

The Agreement also contains a declaration to
the effect that while negotiations for a special
convention between Japan and Indo-China are
reserved for a future occasion the most-favoured-
nation clause runs until the expiry of the
existing commercial treaty.

SERIOUS MUTINY AT TIENTSIN.

Tientsin, June 16th.
A mutiny has broken out on board the
British str. *Ashabula* at Taku. After
shooting four, and wounding several of the
Chinese crew, the officers were forced to leave
the ship. Mr. Pratt, British Vice-Consul,
with an officer and thirty Sikhs, has gone out
to the vessel. The *Ashabula* is a steamer of
4,527 tons and had arrived at Taku from San
Francisco.

There was an article of some interest in the
Statist on the subject of the Empire and the
Colonies. The writer points out that the rate
of interest charged to India and the Colonies
is far less than that charged to foreign coun-
tries, who have been helped by British capital.
Now that Great Britain is improving in its
financial affairs, it is expected that capital to
the extent of 20 millions a year will be at liberty
for Colonial and India investment, perhaps,
even 30 millions a year. At present British
investments in Colonial and Indian Government
corporations and railway securities aggregate
914 millions sterling, of which Indian Govern-
ment securities come to 153 millions, Indian
railways 129 millions, and Indian Native State
loans to £235,000, or a total of 284 millions
sterling, and a good deal of this is loaned at 23
7s. per cent. The price of the Canada three
per cent is 96, of Indian three per cent 89,
the one yielding 23 3 per cent, and the Indian
investment 23 7s. per cent. Practically the
interest rates obtained by the dependencies of
Great Britain are one per cent below those
obtained by foreign countries. It is note-
worthy that the German Government has had
to issue its new loan at 4 per cent, and under
par. Its former issue was 3 per cent.

SUPREME COURT.

Friday, June 21st.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

ALLBROOK ROBERT.

Tin Fong and six other Chinese were arraigned on the charge of robbery at Shek-lung in the New Territory.

Mr. H. H. J. Gompertz, Attorney-General, instructed by Mr. G. E. Morrell, Crown Solicitor, prosecuted, the accused being undefended.

The following jurors were empanelled:—J. Benjamin (foreman), A. Sheffield, F. F. Egan, J. H. Amerdeen, A. Sinclair, A. P. Smy, and H. O. Siebler.

The Attorney-General stated that the facts in the case were very simple. The prosecutrix was a Chinese woman named Kuo Mi, who lived at Shek-lung in the New Territory. She had been there for about a year, having returned from America where, apparently she had been for the last twenty years. Like most of her countrymen who return from that land of promise, she appeared to be fairly well provided with this world's goods.

On the morning of May 16th the door of her house was broken open and ten men entered, two of whom were armed with knives. The two men bearing knives caught hold of the prosecutrix and secured her, while the rest of the men rifled the premises, took everything of value they could find, and made off. In due course the woman went to the Shek-lung Police Station and reported the matter to the Sergeant in charge. On the evening of May 19th Sergeant Denney arrested five of the accused, who were then in possession of part of the stolen property. The sixth man was arrested in Temple street, and the seventh in You Wo Lane. The defendants were paraded in the usual way with other Chinese at the Central Police Station, and were picked out from among the other men by the prosecutrix.

Kuo Mi, declared, said she recognised the defendants, who had robbed her of clothing, gold rings, bangles, and \$70 in twenty cent pieces. Altogether she valued the goods stolen from her at between \$600 and \$700.

Witness was then questioned regarding the separate articles of clothing.

Are those your trousers?—Yes, I constantly wear these, but they took them away and I haven't got them to wear.

And this blanket?—This blanket was given to me as a present by a foreigner in America.

Is this jacket yours?—Yes, it was given to me to wear in my old age.

And what about the watch?—Oh I had that to do my work by in America.

The Attorney-General—the prosecutrix identified the pair of trousers worn by the seventh defendant as hers, but I am afraid I cannot put them in as an exhibit, because the police have nothing else for him to wear.

After hearing further evidence the jury brought in a verdict of guilty against all but the sixth defendant. The first second and the seventh defendants were each sentenced to seven years' imprisonment with hard labour. The third, fourth and fifth defendants were sentenced to five years' hard labour, and the sixth defendant was discharged.

When the latter defendant was told he was discharged, the jury having found him not guilty, he replied:—"I'm going with the rest." Then he was ordered to go.

THE HYPOCRITES.

[By W. H. Ogilvie in "The Lone Hand"]

If I were the Shade of Burns,
Leaning down to this earth below,
Would I rather my soul to know
That the fame that a mortal earns
Where the gods their grim dies throw,
Is to show me so mean and low?If I were the Shade of Burns,
And I leaned from the star-gates down,
And watched where in every town
They would witness my world's renown—
Would I value my golden crown?
If I were the Shade of Burns?If I were the Shade of Burns,
I would brand my soul with shame
That the drunkard should hold my name
As a shield to the world that spurns,
As a bribe to the lips that blame!
I would blush for my earth-born fame.
If I were the Shade of Burns!If I were the Shade of Burns,
And I saw them—how mean souls—meet
As ringed with the rain and sleet,
Each date of my birth returns;
And could hear them rise and repeat
Defence of me, suave, complete—
Then, if I were the Shade of Burns,I would pray by the gods' gold urns
For a strength only gods could bar.
Till I plucked from its place one star
Where the cauldron of chaos churns,
And had flung it with fall hands far
On the spot where those damned ants are—
If I were the Shade of Burns!

WEATHER REPORT.

On the 21st at 11.4 a.m.—The barometer has risen moderately on the E. coast of China, and fallen slightly over the Philippine Sea. Pressure is highest over the Yangtze valley in the North, and over the S. part of the China Sea in the South. It is relatively low in a trough lying over the S. coast of China.

Moderate N.E. winds are likely to prevail in the Formosa Channel, and moderate S. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.8 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood (Variable or S.E. winds, moderate; thunder showers.)
Formosa Channel... (N.E. winds, moderate.)
South coast of China between... (S.E. to E. winds, moderate.)
Hongkong and Lamma... (S.E. winds, moderate.)
South coast of China between... (S.E. winds, moderate.)
Hongkong and Hainan... (moderate.)

CORRESPONDENCE.

DWINDLING DOCKS.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 20th June.

SIR,—I have just read "Another Shareholder's" letter in your issue of to-day.

I don't feel at all crushed.

I call 7 per cent. a reasonable dividend.

If the Dock Company could not pay 6 per cent. even over last year's working, if they show 3 per cent. only, and will devote that surplus to the purchase of any new improvements in the way of machinery, &c., I shall be quite satisfied.

Under its recent management Shanghai Docks would slowly but surely have died the death, I am quite certain of that, but I note, with pleasure, the recent drastic purging the Company has undergone, and I am acquainted with the ability and honesty of the existing management.

I beg to be exonerated from the kindly accusation of being an untruthful witness, preferred by my friend "Another Shareholder."

If I have been guilty of an untruth it is unknown to me.

I am assured by Shanghai men, whose word I firmly rely on, that although the Docking business has recently been terribly dull, there is work and (unless Shanghai loses her place among Eastern Ports) will be work in plenty to assure my reasonable dividend.

Economies in running expenses have been effected by those now in power to an extent of some 3 per cent. of the capital of the Company. I do not despair of my 7 per cent. return.

As to present oppositions in Shanghai in the repairing and docking line, I have studied them all, and I maintain that, honestly and efficiently managed, the Shanghai Dock Company has nothing to fear from them.

As to our obsolete machinery, I admit of course at once that it is not equal to (say) that now being installed in Butterfield & Swire's new Dock in Hongkong—it is not to be expected—but it is machinery quite capable of doing all and any reasonable work. There are vessels and launches ploughing the seas to-day that are living testimony to the capabilities of this much-abused plant.

It is all nonsense to try and make out it is a useless mass of obsolete machinery. It is a plant that is quite able to hold its own against present competition in Shanghai and it can be added to from time to time as circumstances permit.

As to the reserve fund and the scrap iron question.

I know our reserve fund is not in liquid form. I wish it were. What I say is that, if this 1,000,000 taol reserve fund be wiped out from our assets then it will leave us with our plant and machinery at somewhere about its true value.

"Another Shareholder," I fancy, misunderstands my attitude.

I have no sort of object in luring on unsupporting investors to ruin by inducing them to buy a worthless stock. I am simply an unfortunate shareholder who has lost much money in this mismanaged concern and who heartily curses the recent unscrupulous management who would appear to have exploited me and the public at large. However, I am a shareholder and I can see no sort of sense in lying down to be trampled on. I repeat what I said before: let us support our present management and do all we can to transform "Shanghai Docks" from being the sport of every gambler on the Bialto to a decent God-fearing sober-minded interest bearing stock.

I am convinced.—Yours faithfully,

DOCK SHAREHOLDER.

A MENACE.

[TO THE EDITOR OF THE "DAILY PRESS"]

Hongkong, 20th June 1907.

DEAR SIR,—An old drain in Robinson Road which is located at the entrance to Bellifera, has been emitting very disagreeable odours for a long time past, and in view of the fact that it may be the means of spreading fever and other kindred diseases to persons who have to pass by it several times daily, I think the Sanitary Board should, in the interests of public health, take immediate steps to suppress what is at present unmistakably both a menace and a nuisance.—I remain, Dear Sir, Yours faithfully,

J. C. V. R.

"IN ORDER."

[TO THE EDITOR OF THE "DAILY PRESS"]

SIR,—I rejoice to see that we have unofficial representatives on the Legislative Council who can withstand the gags and trammels of red-tape. Others are rejoicing with me, and this edit is intended only to show Messrs. Pollock and Howett that they have public opinion at their back. More power to them!

Yours truly,

K.

REVOLVER ACCIDENT.

Argente Ferranti, an Italian, was yesterday removed to hospital suffering from a wound in the leg accidentally inflicted by himself. He had gone to the Connaught Hotel just before 11 p.m. to call on a gentleman whom he was trying to persuade to purchase a revolver. In showing it, he allowed the revolver to point towards his companion who told him not to do that as it might be loaded. Ferranti, in order to show that it was not, pointed it towards the ground and pulled the trigger. Then it was found that the revolver was loaded. The bullet entered Ferranti's knee and blood flowed copiously from the wound. Dr. Just was quickly in attendance and the man was removed.

LATEST STEAMER MOVEMENT.

The I.G.M. str. Bayern which left here on the 22nd May arrived at Genoa on the 20th June at 5.11 a.m.

The N.Y.K. str. Hitachi Maru (European Line) left Shanghai for this port on the 21st June, and is expected here on the 24th June.

The str. Japan from Yokohama and Kobe left Moji on 20th June p.m., and may be expected here on or about 25th June at 8 a.m.

The Danish str. Petronia left Singapore on the 20th June, and may be expected here on or about Friday the 28th June.

THE SWATOW "REBELLION."

The Swatow correspondent of the N. C. Daily News, writing about the local disturbance, incidentally remarks:

"A regrettable feature of the business is the appearance in the papers of so many wild and almost baseless telegrams. The whole movement seemed to be so little formidable as scarcely to justify the expense of telegraphing; and yet the reputable Hongkong dailies published the latest rumours and analyses as actual fact. It is to be hoped that this will teach them to entrust their correspondents to safe hands, and not cause needless anxiety to 'the old folks at home.' We have just cause of complaint against such blunders."

While sympathising with the view of this correspondent, we strongly object to his slovenly and indefensible phraseology. The phrase "the reputable Hongkong dailies" certainly includes the Daily Press, and anyone imputing exaggeration to our accounts of the troubles must be given the lie direct. We adopted a consciously conservative tone throughout, and explicitly deprecated sensationalism. Perhaps our esteemed Shanghai contemporary will note.

OPIUM REGULATIONS AT SHANGHAI.

From what we have observed during the past fortnight the local Chinese authorities seem to be quite sincere in their efforts to observe the Imperial Decrees referring to the prohibition of the use and consumption of the noxious opium drug. Arrangements have been made to enforce the instructions of H. E. Viscount Tsau Fang of Nanking to close all opium shops and divans outside the foreign Settlements by the 30th of this month (12th day of the 5th Moon). To provide, moreover, against possible disturbances by roughs and disorderly characters the local mandarins are working in accordance with the various merchant and trade guilds whose younger members compose the "Physical Exercise Association," or Volunteer organizations, and are prepared to lay a strong hand upon all malefactors, even to the extent of using firearms upon the mob.

The civil mandarin, we learn, have also made the "ginseng" or heads of sections responsible for seeing to the strict observance of the instructions to have all opium shops and divans closed before midnight of the 21st instant, whilst His Honour Tsai Jui Ching notified some time ago all whom it may concern that any one who shall close his opium shop or divan before the official date already fixed would receive extraordinary rewards, *post mortem* if he dies.

We understand that in view of this the opium shops and divans have been closed, and have received the pecuniary rewards promised, whilst others have packed away all their opium smoking implements and turned their divans into tea shops and tea divans.

With tea and cakes and sweatbands and we are told that these new divans have become quite popular with the ordinary opium divan frequenters.—N. C. Daily News.

KOBE STREET TRAMWAYS.

PRELIMINARY DIFFICULTIES.

The Kobe Street Electric Tramway Company is still busily engaged in surveying the streets through which the proposed lines will run. Few of the streets which are to be traversed by the lines constructed in the first stage, we are told, are 36 feet wide, as specified in the charter, and it will be necessary for the company to commence widening the roads in the near future, when the work of construction is to be commenced.

But a serious obstacle is the price of land in the city, which is so high that the widening of the streets will involve the company in such heavy expense that the venture will not pay. An opinion is gaining ground among the shareholders of the company that the lines on the Hill should be only single line, instead of the double as proposed, and that the present line should be removed, so that double lines could be constructed there without widening the street. Further, it is suggested that specific fares should be charged instead of a uniform rate as originally proposed, and it is urged that these measures should be adopted for the purpose of increasing the revenue of the company. A director of the company is reported to have remarked that the double line being one of the conditions under which the charter was granted an alteration cannot be made easily.

At present the survey of the streets, through which the proposed lines are to run, is not yet completed, so that the amount of money required for the purchase of land for widening streets is as yet unknown. If the result of the survey shows that the cost of acquiring the land is so high that the widening of the streets would seriously affect the profits of the company, a change in passenger fares, and the adoption of a single line system in places cannot be avoided. It is extremely doubtful, however, whether the Kobe Municipality and the Government would approve these changes in the terms of the charter. Many of the streets on the Hill are only 30 feet wide, and it is the rule of the Home Department not to allow an electric tramway—even in single line—to run through streets which are less than 36 feet in width. Under these circumstances, the widening of the streets in some parts of Kobe cannot possibly be avoided, if the tramway is to be built at all.

THE BABY.

A LETTER FROM MADRID.
[The following account of the birth of the Heir to the Spanish Throne is from a lady who was in the Palace on the eventful day.]Madrid, May 10th.
My dear—After what has seemed like months of nervous tension and a tendency to jump out of one's chair at the rumble of every passing cart, it is all over.

Really the affair was such a hustle and bustle at the last that I have to pluck myself to believe that it is all true. I and some of the ladies had dined together as usual. It was too warm to go to the theatre, so we ordered coffee in my rooms, and sat by the open windows overlooking the gardens. The Queen, with the King and her mother, had quite a long stroll there in the early evening. We finished our coffee, and then leaned out and looked once more at those brave flag-staffs poking up into the blue night sky. I had then been poles on my brain for the thousandth time. We wondered if it would be flags of coloured lights—then toddled off to bed.

Th tonight there was no one waiting in the big square. For weeks there had been small groups hanging about, hoping to be the first to get news, but that particular night the sentries had it all to themselves.

I was awakened by a voice shouting, "Get up, be quick!" I simply fell out of bed, and rushing to the door, without my dressing gown, screamed, "In the palace on fire? Wait for me!" I opened the door. Marie de B. stood there. She was absolutely crying with excitement. "Fire! You goose, no. The Queen—"

I rushed for my dressing gown—Marie had her hair in curlers, and looked a night—and dashed into the corridor and the arms of one of the halberdiers with a long spear, who was running faster than I have ever seen a Spaniard move before.

We begged each other's pardons, and I asked him if there was any news. In Spain one gets most awfully frank about these things, and I have found myself "Gamping" with utter strangers in a way that would make one blush for a week in England. From the minuteness of his details he was, I am sure, married.

By this time—all in a moment it seemed—the palace was swarmed and hummed like a hive. Behind closed doors I heard the electric switches turned on, while half-dressed maids hurried from room to room. The captain of the halberdiers swung by, a body of men in all the glory of their old-world costumes at his heels. "We are bidden to summon everybody. It cannot be so very long," he vouchsafed.

I observed that we had better go and dress, and lucky it was that we did so, for a little later the bishops were assembling in the private chapel, and we all rushed away.

The chapel looked lovely, white flowers everywhere, and such decorations. But we all gave our dignity away sadly. The old Dukes of C—had forgotten half her hair and all her rouge. The bishops also were not as tidy as they might have been, and I never saw such a collection of untidy old men in my life—and the Spaniards do get awfully dirty. Some of the dear ladies may have been very hard, but all the same there was a constant rattle of unrest and excitement and also more than a suspicion that a certain amount of hooching-and-eying was going on all the while.

It was a brilliant morning when we left the chapel, and then I ran against Lady—, who told me that the Queen's mother, the Dowager Queen and the doctors and maids had all been called up about four, and had not left the Queen's apartments since. She said that Princess Henry was terribly excited, but was being awfully brave, and that the Queen herself was behaving splendidly. But then, she is so plucky—it is only when one sees her among all these courtiers, with their fussing and their fawning about trides, that one realises how splendidly English her Majesty is. I was dying for some chocolate by this time, but the little Duke de L—, who was superior to go round to the other side of the palace, and watch the people. Of course I had never been anywhere when a future King was being born, so I gave up the chocolate and went with her.

My dear, you can have no conception of the sight. All Madrid was like a disturbed ant hill, and I shall never make you understand what a hurly-burly the square was in. The place was literally black with people, all sitting and looking up and laughing and praying together. The women were telling their beads and invoking the aid of all the saints in the calendar. Through the mob the hurried coachmen and chauffeurs were trying to force their way with carriages and motor-cars. Troops kept marching to and fro, the hum grew louder as the sun rose, and the air grew as hot as a bakeshove. A heap of grandees who had come to a council or something joined ladies. They were greatly excited, for having come to the palace on business as usual, they had only received a message to say that the King could not leave the Queen's apartments.

Presently all the crowd in the square beat and waved to and fro. The great Churchmen were arriving. They had come more carefully dressed than had most of the bishops, who were a very "up-all-night" and wore appearance. But even these great worthies betrayed some anxiety, and the Archbishop of Toledo then and anxious glance at the Diamond Tower as he left his coach. Up in the Tower were the men with the two flags. One was the Royal Standard, you know—that was for a boy; the other was white.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, and, in special business matters, to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Lieber's.

P.O. Box, 88. Telephone No. 12.

NEW ADVERTISEMENTS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE

THE SETTLEMENTS this month (JUNE) will take place on FRIDAY next, the 28th instant.

E. J. MOSES,
Hon. Secretary.
Hongkong, 22nd June, 1907.

TO LET

"SUMMERVILLE" No. 157, Wan Chai Road. A Three Storey European House with 6 Rooms, Bath Rooms, Kitchen and Servants Quarters, large front and side Verandahs. Full view of City and Harbour.

Apply to—
Care of "Daily Press" Office.
Hongkong, 22nd June, 1907. 1109

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING."

Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 25th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS, LAFRAIK & Co.,
General Managers.
Hongkong, 22nd June, 1907. 1101

NOTICE TO CONSIGNEES.

STEAMSHIP "CAPE CORSO."

FROM SYDNEY.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of Godowns of the China Navigation Company Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on application to the Undersigned.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd June, 1907. 1102

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUETZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.
Hongkong, 20th June, 1907. 1

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "PATIAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Tomorrow, 10 a.m.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th prox, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on application to the Undersigned.

No Fire Insurance will be countermanded by Bills of Lading will be countermanded by

DODWELL & Co., Ltd.,
Agents.
Hongkong, 21st June, 1907. 1103

BRITISH STEAMER "NETHERTON"

BY ORDER OF THE UNDERSIGNED, the Undersigned are prepared to receive Tenders for the Purchase of the above Steamer as she now lies at Singapore in a Fire Damaged condition.

Tenders must be delivered not later than 10th July.

GILMAN & Co.,
Lloyds Agents.
Hongkong, 19th June, 1907. 1084

INTIMATIONS

NOTICE

FROM the 1st day of July 1907, the Business and Responsibility of the KOWLOON HOTEL will be taken over by Mr. OWEN ELIAS OWEN. All monies due to the Hotel before the 1st July 1907 are payable to Mr. J. W. OSBORNE.

J. W. OSBORNE.
Hongkong, 20th June, 1907. 1087

WANTED.

EMPLOYMENT by an Englishman. Quick and willing to adapt himself to anything where there is chance of Promotion. Or would invest small capital and work in any going concern. Apply, Box No. 89, Care of "Daily Press" Office.
Hongkong, 17th June, 1907. 1030



THEATRE ROYAL.
CITY HALL.

FOR A SHORT SEASON ONLY.

THE BANDMANN COMEDY CO..

22 LONDON ARTISTS 22

Will present the following London Successes for the First Time in Hongkong—

MONDAY, June 24:
"DUKE OF KILLIECRANKIE."

TUESDAY, June 25:
"LADY HUNTSWORTH'S EXPERIMENT."

WEDNESDAY, June 26:
"TWO LITTLE VAGABONDS."

THURSDAY, June 27:
"LADY WINDERMERE'S FAN."

FRIDAY, June 28:
"THE PRIVATE SECRETARY."

Doors open 8.30; Commence 9 P.M.
Plan now open at S. MOUTRIE & Co.
Hongkong, 13th June, 1907. 1071

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from the Executor of the Estate of the late Mr. WEI ON TO Sell by Public Auction

On
SATURDAY, the 29th June 1907,
and
MONDAY, the 1st July 1907,
Commencing each day at 2.30 P.M.

AT No. 57 CAINE ROAD
THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE

Comprising—
SILK BROCADE UPHOLSTERED
DRAWING ROOM SUITE, OVERMAN-
TELS, VELVET, PILE CARPETS, RUGS,
LACE CURTAINS, BOOKCASES, BOOKS
(Law and Fiction), OIL-PAINTINGS and
WATER COLOURS, ORNAMENTS,
CHINESE PORCELAIN, &c., &c.

Fine TEAK SIDEBBOARD with BEVEL-
LED MIRRORS, EXTENSION DINING
TABLE, DINING CHAIRS, FINE DIN-
NER SERVICE, GLASSWARE
(including Silver and E.P. Mounted Decanters
and Bottles), TABLE LINEN, and
NAPERY, CUTLERY, BRASS, PER-
DEES, &c., &c.

DOUBLE BRASS-MOUNTED BED-
STEAD, FINE TEAK WARDROBES
with Bevelled Glass Doors, MARBLE TOP
WASHSTANDS, TOILET TABLES, &c.

One Very Fine BILLIARD TABLE by
Burroughs & Watts, Several Sets of IVORY
BENZELINE & CRYSTALLITE BALLS,
SPECIAL MATCH CUES, LEATHER
UPHOLSTERED SEATS, &c.

One GRAND PIANO by Steinway and Son,
One GRAMOPHONE and about 700 RE-
CORDS, including some of the very best.

About 400 PIANOLA RECORDS in fine
condition.

On view from THURSDAY the 25th June.
Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 21st June, 1907. 1097

FOR SALE

FOR SALE.

TWO VERY VALUABLE PIECES OF
LANDED PROPERTY Situate at
CANTON near the Hongkong, Canton and
Macao Steamship Company's Wharf and facing
the river. The lots contain by measurement
50 "chuangs" or thereabouts. Title Deeds can
be seen at the Office of the Undersigned.

For further particulars, apply to
GOLDING & BAILLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 22nd May, 1907. 970

COLLECTIONS OF
USED POSTAGE STAMPS
IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.
100 for \$3.00 500 for \$3.00
150 " 1.75 1000 " 10.00
200 " 3.50 1500 " 25.00
250 " 5.75 2000 " 35.00
275 " 9.00 3000 " 95.00

Also Stamps in bags, sets, &c., &c.

ARTISTIC PICTORIAL POSTCARDS
& all other Philatelic Goods. Inspection invited.
GRACA & CO.,
Hongkong Hotel Corridor.

ON SALE.

BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, July to December
1906. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong, 27th February 1907

TO LET

TO LET.

NO. 58, HOLLYWOOD ROAD, Corner
House.
Apply—
TSAU SHUN TAI TONG,
33, Wellington Street.
Hongkong, 13th June, 1907. 1060

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1907. 197

TO LET.

OFFICES IN ALEXANDRA BUILDINGS.
Apply—
SECRETARY,
A. S. Watson & Co. Limited.
Hongkong, 23rd April, 1907. 1800

TO LET.

NO. 1, WEST END TERRACE, Shamoon,
Canton.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, 1st June, 1907. 91

TO LET.

"BERIL" NO. 1, GARDEN ROAD,
Kowloon. Containing 8 Rooms
and Garden. Possession 1st June, 1907.
Apply to—
H. M. H. NEMAZEE.
Hongkong, 23rd May, 1907. 992

TO LET.

NO. 21, CONNAUGHT ROAD CEN-
TRAL, suitable for Offices and Godowns.
Apply on the Premises.
Hongkong, 30th April, 1907. 610

TO LET.

NOS. 3 & 5, CARNARVON VILLAS,
Kowloon.
Apply to—
HEWAN & Co.,
No. 15, Connaught Road, West.
Hongkong, 1st May, 1907. 324

TO LET.

ONE OFFICE-ROOM on Second Floor
PRINCE'S BUILDINGS.
Apply to—
REUTER, BROCKELMANN & Co.
Hongkong, 23rd April, 1907. 795

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—
IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof,
just thoroughly repaired, about 400
square feet space, concrete flooring. Suitable
for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

"STONHEVED" 35, Robinson Road.
Nos. 52, 57 and 59, CAINE ROAD.
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.
3 New Houses in KENNEDY ROAD, near
Wan Chai.
Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 13th November, 1906. 1103

TO LET.

2ND FLOOR NO. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CAINE ROAD.
GREENCROFT GARDEN ROAD,
Kowloon, Redecorated, Electric Light, Tennis
Court.
No. 1, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 3rd May, 1907. 94

TO LET.

FROM 1st JULY.
LARGE AND SPACIOUS GODOWNS
Nos. 2, 9a, 9b, 9c and 10, PRAYA
EAST, at present in the occupation of the
Admiralty.
Apply to—
HONGKONG LAND INVESTMENT
& AGENCY CO., LD.
Hongkong, 1st June, 1907. 809

TO LET.

IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PRAK.
Apply to—
JAVA-CHINA-JAPAN LIJN,
York Buildings.
Hongkong, 22nd January, 1907. 254

TO LET.

2 FOUR-ROOMED HOUSES at Praya
East, near East Point.
Apply to—
JARDINE, MATHESON & Co., Ltd.
Hongkong, 3rd January, 1907. 157

TO LET.

NOS. 3 and 4, OBSERVATORY VILLAS,
Kowloon. Moderate Rental. Tennis
Court and Electric Lights.
No. 48, ELGIN STREET, 6 Rooms with
front and back Verandahs. From 1st July.
"CHERUB VILLE," a fine Bungalow.
Near Observatory Villas. Cheap Rental.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 860

TO LET.

A HOUSE IN KNUTSFORD TERRACE
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LD.
Hongkong, 1st June, 1907. 92

TO LET.

NO. 3, CENTURY CRESCENT, Kennedy
Road.
Apply to—
J. R. MICHAEL,
No. 1, Prince's Building.
Hongkong, 31st May, 1907. 1007

TO LET

TO LET.

IMMEDIATE POSSESSION.
NO. 2, HOLLYWOOD ROAD, and No.
51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET

IMMEDIATE POSSESSION.
GODOWNS Nos. 95, 96, 97 and 100, Praya
East.
Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 20th June, 1907. 1089

FOR RENT.

SEVEN LARGE ROOMS with Commo-
dious Godown, fronting on the Canal
Road, Shamoon, Canton. Possession given
from July 1st. Well suited for general import
and export business.
Apply to—
P. S.
Care of "Daily Press" Office.
Hongkong, 11th June, 1907. 1061

TO LET.

OFFICES IN KING'S BUILDING and YORK
BUILDING.
A HOUSE in WONG NAI CHONG ROAD.
GODOWNS IN PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
FLATS IN MORSTON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st June, 1907. 91

TO LET.

"GLENWOOD" CAINE ROAD, suitable
for a Boarding house or Club. Con-
taining 20 Rooms. This property would be
divided into two or more houses to suit tenants.
"SMALL" BUNGALOW containing
Furnished Room with Bathroom and Dressing
Room, Kitchen, &c., Close to Barker Road,
Tram Station. Suitable for one or two
bachelors.
BEACONSFIELD ARCADE, Fine Offices
and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, (over Calbeck MacGregor).
BELLIOS TERRACE HOUSES,
ROBINSON ROAD.
No. 3, ALBANY.
No. 4, ALBANY, Furnished or Unfurnished.
No. 8, BELLIOS TERRACE, Corner
House, 1st Row.
WELLBURN, No. 81, PRAK. 6 Rooms
and Tennis Court.
A FIVE ROOMED FURNISHED
HOUSE IN CAMERON VILLAS, Peak. To Let
for a Few Months. Excellent condition. Cheap
rent.
Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 22nd March, 1907. 1102

TO LET.

NO. 8 GRANVILLE AVENUE, Kow-
loon.
No. 6, CAMERON TERRACE, Kowloon,
(Partly Furnished).
Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.,
Hongkong, 21st March, 1907. 676

TO LET.

NO. 28, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—
THE COMPRADORE,
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET.

A set of 3 LARGE and ONE SMALL
ROOMS with Bath Room attached, and
Verandah all round, on the First Floor in
College Chambers, No. 31, Wyndham Street,
facing "Glenwood." Can have the use of a
Kitchen, can be rented singly or the whole.
GROUND FLOOR of No. 4, Des Vaux
Road including a Strong Room and servants'
quarters.
ROOMS on Second Floor of VICTORIA
BUILDING, No. 5, Queen's Road Central, suit-
able for Offices.
Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 24th May, 1907. 821

TO LET.

POSSESSION FROM 1st APRIL.
2 Semi-attached HOUSES, Nos. 13a and
13c, MACDONNELL ROAD, Each
with 7 Rooms, Bath-Rooms, Kitchen, Servants'
Quarters, and Grass Tennis Court.
Apply to—
CHUNG CHINAM,
Yan On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. 482

IRON MERCHANTS.

E. HING & Co.
DEALERS in Iron, Steel, Metals, Hard-
ware, Muntz's Metal, Steel Boiler and
Ship Plates, Pig-Iron, Coke and General
Merchants. No. 25, Wing Wo Street (Lane
from 171, Queen's Road to 183, Des Vaux
Road Central) Telephone No. 613.
Hongkong, 1st March, 1907. 478

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the
English Mails from the Year of the Closing
of the Indian Mints to the Free Coinage of
Silver.
PRICE: \$1 CASH.
On Sale at the "DAILY PRESS" Office, or
Local Booksellers.

ON SALE.

THE
DIRECTOR AND CHRONICLE
FOR 1907.
Complete Edition ... \$10.00
Small ... 6.00
Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

INSURANCES

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.,
Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906
£17,837,113.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FIRE FUNDS... 3,386,720 18 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1345

LAUREN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 114

THE NETHERLANDS LLOYD OF
AMSTERDAM & BATAVIA
(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above
Company are prepared to ACCEPT
RISKS, at Current Rates.
LUTGENS, EINSMANN & Co.,
Agents.
Hongkong, 1st January, 1907. 124

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEER.

C. DE M. C. VIEIRA-RIBEIRO,
Auctioneer. Consignments solicited. Account
Sales rendered and settlement effected
promptly. No. 8a, Queen's Road
Central, Hongkong.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen Equal to Home
work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail
Ironmongers, Pig Iron and Foundry.
Coke Importers, General Store-
keepers and Commission Agents,
35 & 37, King Loong Street,
(1st Street West of Central
Market.) Telephone No. 515.

PHOTOGRAPHER

M. NUMEYA, JAPANESE ARTIST.
LATEST PLANTS and APPLI-
ANCES for undertaking BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.
THE COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES

SHIPPING.

ARRIVALS.

HERMANN LERCH, Russian str., 1871, J. Obolsky, 21st June—Meiji 16th June, Ballast—Order.
KNIVBERG, German str., 643, T. Kayer, 20th June—Macao 20th June, General—Jehson & Co.
MONGOLIA, American str., 8750, R. H. Hathaway, 21st June—San Francisco 24th May and Shanghai 18th June, Mails and General—P. M. S. S. Co.
NUBIA, British str., 3844, H. J. Hase, 21st June—Fochow 19th June, General—P. & O. S. N. Co.
PATMAN, British str., 3176, E. A. Chaplin, 21st June—Singapore 15th June, General—Dodwell & Co.
QUINTA, German str., 967, T. Frahn, 21st June—Nowohwang 14th June, Ballast—Siemens & Co.
SHOHU MARU, Japanese str., 1611, M. Nemoto, 21st June—Shanghai via Fochow, Amoy, and Swatow 20th June, General—Osaka Shosen Kaisha.
SULLBERG, German str., 21st June—Canton.
TEAN, British str., 1345, A. Somerville, 21st June—Manila 18th June, General—Butterfield & Swire.
TINGANG, British str., 1156, S. M. Reynolds, 20th June—Wakamatsu 15th June—Jardine, Matheson & Co.

CLEARANCES.

At the Harbour Master's Office.
21st June.
Chipping, British str., for Swatow.
Coral, British str., for Meiji.
Haidan, French str., for Haidan.
Kanchow, German str., for Swatow.
Kansberg, German str., for K. C. Wan.
Norman Isle, Br. str., for Newcastle (N.S.W.).
Nubia, British str., for Singapore.
Nyansa, British str., for Yokohama.
Quinto, German str., for Canton.
Spezia, German str., for Shanghai.
Sullberg, German str., for Haiphong.
Zohro, British str., for Manila.

DEPARTURES.

21st June.
CHANGSHA, British str., for Yokohama.
GOTO MARU, Japanese str., for Meiji.
KAIFONG, British str., for Cebu.
LOONGSANG, British str., for Manila.
MINGO DE BATAN, Am. str., for Saigon.
NORONOA, Korean str., for Shanghai.
PRINCE SIGISMUND, German str., for Manila.
SOHU MARU, Japanese str., for Shanghai.
TANIGAWA, British str., for Canton.
TINGANG, British str., for Canton.
TRUMP, German str., for Haiphong.
VERONA, German str., for Shanghai.

SHIPPING REPORTS.

The British str. Pathan reports: Light air and smooth sea, fine and clear.
The British str. Zoon reports: Moderate S.W. wind and sea, fine weather.

VESSELS IN DOCK.

June 21st.
ABERDEEN DOCKS.—Tuk Hing.
KOWLOON DOCKS.—Tidatip, Iupah, Wing-wing, Verona, Cloising, Protector, Sumatra, Neil Melod, Pocahontas, H.M.S. Thistle.
COSMOPOLITAN DOCKS.—Kaipen, Telemachus, Huichow.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.

For SHANGHAI, KOBE AND YOKOHAMA.

The Company's Steamship

"ERNEST SIMONS,"
Captain Girard, will be despatched for the above Ports about MONDAY, the 24th inst.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 17th June, 1907.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

The Steamship
"MARIE,"
Capt. G. C. Christensen will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, the 27th June, at 4 P.M.
For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansion.
Hongkong, 29th May, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM,"
Captain Stead, will be despatched as above on SATURDAY, the 29th June, at Noon.
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh provisions, tea, &c., throughout the voyage.
This steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.E.—To ensure the additional comfort of passengers the staterooms of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th June, 1907.

MAIL TABLES

FOR 1907.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
Mounted on Card ... 30 Cents
On Paper ... 20 "
On Sale at the Hongkong Daily Press Office,
Hongkong, 26th January, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Masters. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, &c., via PORTS OF CALL	AUSTRALIAN	Brit. str.	—	Verron	MESSAGERIES MARITIMES	On 25th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ST. DOMINGO	Den. str.	—	T. H. Hide, R.N.R.	MELCHERS & CO.	About 22nd inst.
DUNKIRK, COPENHAGEN, &c.	DEVANHA	Den. str.	—	—	P. & O. S. N. Co.	On 23rd inst., at Noon.
HAVRE & HAMBURG via STRAITS, &c.	PETRONIA	Den. str.	—	—	MELCHERS & CO.	About 26th inst.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Brook	HAMBURG-AMERIKA LINIE	On 23rd July.
NAPLES, HAVRE & HAMBURG	SAXONIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 20th August.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON &c.	ROON	Ger. str.	k.w.	Boble	HAMBURG-AMERIKA LINIE	On 12th July.
NAPLES, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	G. Meiners	HAMBURG-AMERIKA LINIE	On 3rd July at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	von Dohren	HAMBURG-AMERIKA LINIE	On 7th August.
TRIESTE, &c., via SINGAPORE, &c.	E. F. FERDINAND	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 4th Sept.
NEW YORK	BRANEA	Am. str.	—	Mateovich	SANDER, WIELER & CO.	About 30th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	VANDALIA	Ger. str.	—	Frank	DODWELL & CO., LD.	On 28th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th July.
VICTORIA (B.C.) & TACOMA via JAPAN	ATHENIAN	Brit. str.	1 m.	E. V. Roberts	DODWELL & CO., LTD.	On 17th July.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	SHAWMUT	Am. str.	—	—	CANADIAN PACIFIC R. CO.	On 4th July, at 4 P.M.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	KATHERINE PARK	Brit. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 7th Aug.
AUSTRALIAN PORTS via PORT DARWIN	ALDENHAM	Brit. str.	—	Stead	GIBB, LIVINGSTON & CO.	On 24th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 10th July, at 4 P.M.
CHEFOO & TIENTSIN	KOWLOON	Ger. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day.
TIEN-TSIN & SWATOW & CHEFOO	HUICHOW	Brit. str.	—	F. Moore	JARDINE, MATHESON & CO.	To-day, at Noon.
SHANGHAI	CHINA	Brit. str.	—	W. P. Baker	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	Girard	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
SHANGHAI, NAGASAKI, MOJI, KOBE &c.	ERNST SIMONS	Brit. str.	—	H. S. Bradshaw	MESSAGERIES MARITIMES	About 24th inst.
SHANGHAI via SWATOW, AMOY & FUCHOW	NYANZA	Brit. str.	—	M. Nemoto	P. M. O. S. N. Co.	About 21st inst.
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	SHOHU MARU	Jap. str.	—	von Penzer	OSAKA SHOSHUN KAISHA	About 26th inst.
SHANGHAI, KOBE & YOKOHAMA	CATHAY	Am. str.	—	T. Ito	MELCHERS & CO.	About 3rd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	AMERICA	Ger. str.	—	A. E. Hodgins	OSAKA SHOSHUN KAISHA	On 24th inst., at 9 A.M.
SWATOW, AMOY & FUCHOW	PRINCE LUDWIG	Jap. str.	—	I. Sakurai	OSAKA SHOSHUN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & FUCHOW	FUKUSHU MARU	Jap. str.	—	A. Mathias	BUTTERFIELD & SWIRE	On 25th inst., at Daylight.
HAICHING	HAICHING	Jap. str.	—	A. Fraser	SHEWAN, TOMES & CO.	On 25th inst., at Noon.
MASSAN MARU	MASSAN MARU	Jap. str.	—	R. Almond	SHEWAN, TOMES & CO.	To-day, at Noon.
SINGAN	SINGAN	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 29th inst., at Noon.
HUPH	HUPH	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & CO.	On 25th inst., at 4 P.M.
ZAFIRO	ZAFIRO	Brit. str.	—	F. Sembli	MELCHERS & CO.	On 28th inst., at 4 P.M.
RUBI	RUBI	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & CO., LD.	About 29th inst., at 9 A.M.
YUENHANG	YUENHANG	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 29th inst.
YUENHANG	YUENHANG	Brit. str.	—	Jurriance	JAVA-CHINA-JAPAN LUN	Quick despatch.
KUDAT & SANDAKAN	—	—	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	—	—	—	—	—	—
SINGAPORE, COLOMBO & BOMBAY	—	—	—	—	—	—
JAVA PORTS	—	—	—	—	—	—

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
TIENTSIN via SWATOW and CHEFOO "CHIPHONG" ... Saturday, 22nd June, Noon
SHANGHAI "KWONGSANG" ... Saturday, 22nd June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 25th June, 3 P.M.
MANILA "YUENHANG" ... Friday, 28th June, 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
Penang " 85. " 170.
Calcutta " 165. " 250.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Nowohwang and Yangtze.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.
Hongkong, 22nd June, 1907.
GENERAL MANAGERS.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 22nd June, Noon.
RUBI	2540	R. W. Almond	Manila	On 29th June, Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 17th June, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK via PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 4th March, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"ST. DOMINGO"	About 22nd June
SHANGHAI, CHINGWANGTAO, YOKOHAMA & KOBE	"CATHAY"	About 26th June
DUNKIRK, COPENHAGEN and ST. PETERSBURG	"PETRONIA"	About 26th June
MARSEILLES, HAVRE, COPENHAGEN & BALTIC PORTS	"CATHAY"	beg. of August

For Further Particulars, apply to
HONGKONG, 20th June, 1907.
MELCHERS & CO.,
AGENTS.

HAMBURG-AMERIKA LINIE. PASSENGER SERVICE.

By the new steamers, "BREMANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.
In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.		HOMEWARD.	
FOR SHANGHAI, KOBE, YOKOHAMA.		FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG	
SCANDIA	2nd July	SILESIA	12th July
HABSBURG	1st August	SCANDIA	7th August
RHEANANIA	1st September	HABSBURG	4th September
HOHENSTAUFEN	1st October		

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
AMBRIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 29th June
SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd July
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 18th July
NEXT SAILINGS HOMEWARD:
SILESIA ... NAPLES, HAVRE & HAMBURG ... 12th July
SCANDIA ... HAVRE & HAMBURG ... 23rd July
SAXONIA ... NAPLES, HAVRE & HAMBURG ... 7th Aug.
HABSBURG ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 4th Sept.
* Special attention of intending passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply fitted with electric light throughout by electricity. Duly qualified doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON.. FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK ... 22nd June
Freight.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
SHAWMUT	9,606	E. V. Roberts	About 7th Aug.
TREMONT	9,606	T. W. Garlick	8th Sept.

1 Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

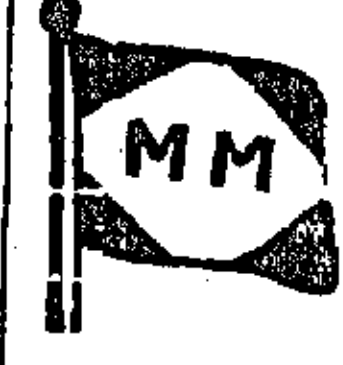
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 4th March, 1907.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"AUSTRALIEN"
Captain Verron, will be despatched for MARSEILLES, on TUESDAY, the 25th June, at 1 P.M.
This steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "SYDNEY" ... 9th July.
S.S. "ERNEST SIMONS" ... 23rd July.
S.S. "TONKIN" ... 6th Aug.
S.S. "SALAZIE" ... 20th Aug.
S.S. "POLYNESIE" ... 3rd Sept.
S.S. "TOURANE" ... 17th Sept.
G. DE CHAMPEAUX,
Agent.
Hongkong, 12th June, 1907.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
FOR NEW YORK.
1907.
S.S. "BRAEMAR" ... 28th June.
S.S. "SAINT PATRICK" ... 6th July.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 6th May, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"
Capt. T. H. Hide, R.N.R., carrying His Majesty's Mail, will be despatched from this for Marseilles and London direct on SATURDAY, the 29th June, at Noon, taking passengers and cargo for the above ports.
Silks and Valuable, all cargo for France and London will be forwarded without transhipment.
Silks and Valuable for Bombay will be transhipped at Colombo to s.s. "Mamora" other cargo can be shipped hence to Bombay direct per s.s. "Socotra" sailing about the 25th June.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 17th June, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, and PORT SAID.
(Taking Cargo at through rates to the Brazils, to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADEIATIC PORTS.)
THE Company's Steamship

"E. FR. FERDINAND,"
Captain Mateovich, will be despatched as above on or about the 20th inst.
This steamer has capital accommodation for passengers, electric light, and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Prince's Buildings.
Hongkong, 4th June, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO and IQUIQUE, via JAPAN PORTS.
With option to Call at Mexican and other Coast Ports.

Steamers	Tons	About
"KATHERINE PARK"	4,900	End of July.
"KASATO MARU"	6,100	End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
K. MATSUDA, Manager,
York Building.
Hongkong, 11th April, 1907.

NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPT. PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan
Hongkong, 4th August, 1898.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, NAGASAKI, MOJI, KOBE and YOKO- HAMA	NYANZA Capt. H. S. Bradshaw	About 21st June	Freight and Passage
LONDON and ANTWERP	NUBIA Capt. F. J. Fox	On 22nd June at Noon	Freight and Passage
SHANGHAI	CHINA Capt. E. Street	About 27th June	Freight and Passage
MARSEILLES and LONDON	DEVANHA Capt. T. H. Hickey	Noon, 29th June	See Special Advertisement
SINGAPORE, COLOMBO and BOMBAY	BOCOTRA Capt. W. R. Hickey	About 29th June	Freight and Passage

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 20th June, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and TIENTSIN, HOIHOW, PAKHOI and HAIPHONG	"HUICHOW" "SINGAN" "HUPEH"	On 24th June, Noon. On 25th June, Daylight On 25th June, Daylight
MANILA, ZAMBOANGA, PORT ARWEN, THURSDAY ISLAND, C O O K F O W N, CAIRNS, AWNSVILLE, BRISBANE, YDNEY and MELBOURNE	"CHANGSHA"	On 10th July, 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 23rd June, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI and KOBE	"SHOSHU MARU" Capt. M. NEMOTO	TUESDAY, 25th June, at 10 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. T. ITO	WEDNESDAY, 26th June, at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 22nd June, 1907.

T. ARIMA, Manager.

14

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel, 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
	Tons			
"EMPRESS OF CHINA" 6,000	...	THURSDAY, 4th July	.. 22nd July	
"ATHENIAN" 3,882	...	WEDNESDAY, 17th July	.. 10th August	
"EMPRESS OF INDIA" 6,000	...	THURSDAY, 1st Aug.	.. 19th August	
"MONTEAGLE" 6,183	...	WEDNESDAY, 14th Aug.	.. 7th Sept.	
"EMPRESS OF JAPAN" 6,000	...	THURSDAY, 29th Aug.	.. 16th Sept.	
"TARTAR" 4,425	...	WEDNESDAY, 11th Sept.	.. 5th Oct.	

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 280; via New York 262.

Intermediate on Steamers, 240; " 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Hake Pier.NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBELL	About Saturday, 25th June, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and BREMEN	"ROON" Capt. G. MEINERS	Wednesday 3rd July, at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. von BENZER	About Wed'ay, 3rd July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 20th June, 1907.

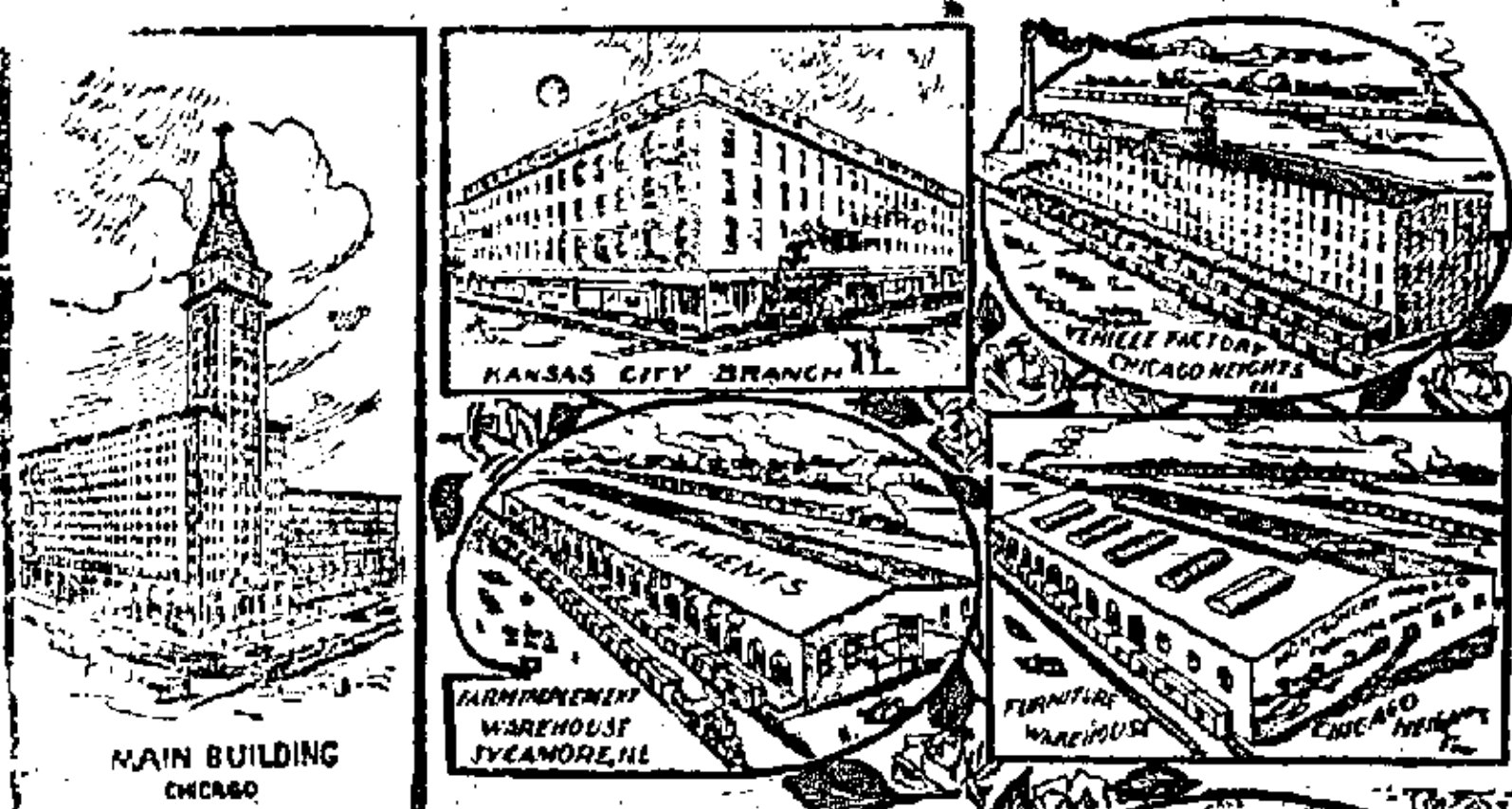
SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent—G. A. WITT, London, E.C.
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BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY and NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
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JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. [2200]
Hongkong, 1st December, 1906.

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1 pair exquisite Drawingroom Curtains, floral patterns, 4 yds. long, 2 yds. wide.
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ment, our special freight rate, covering both
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hama, Kobe, Nagasaki, Shanghai, Hongkong and Manila, and through
Bills of Lading prepaid on this basis can be secured in Chicago to any open
port.

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Hongkong, 18th January, 1907.

PRINTING.

"DAILY PRESS" OFFICE,

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THE
DIRECTOR AND CHRONICLE
FOR
CHINA, JAPAN, COREA, INDO-CHINA,
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MALAY STATES, NETHERLANDS
INDIA, PHILIPPINES,
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WITH
HIGH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1907.
THE FORTY-FIFTH ANNUAL ISSUE

The DIRECTOR covers the whole of the
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Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
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which will serve as accurate GUIDES FOR THE
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Peking	Tokyo
Tientsin	Yokohama
Canton	Osaka
Shanghai	Kobe
Harbin	Nagasaki
Manchuria	Hakodate
Amoy	Tsushima
Swatow	Shimonoseki
Chinkiang	

CHINA	JAPAN AND FORMOSA
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Shanghai	Kobe
Harbin	Nagasaki
Manchuria	Hakodate
Amoy	Tsushima
Swatow	Shimonoseki
Chinkiang	

HONGKONG AND ITS DEPENDENCIES

MACAO	CHINA
Macao	Amoy
Amoy	Swatow
Swatow	Chinkiang
Chinkiang	

CHINA	JAPAN AND FORMOSA
Peking	Tokyo
Tientsin	Yokohama
Canton	Osaka
Shanghai	Kobe
Harbin	Nagasaki
Manchuria	Hakodate
Amoy	Tsushima
Swatow	Shimonoseki
Chinkiang	

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have been engraved by one of the most eminent
Firms in Great Britain and are correct and
bought up to date. They consist this year of
fourteen of the following:—

COLORATED PLATE OF FLAGSHIP FOREIGN HONGS
MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TIENTSIN (KIAOCHAU)

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) with Island

Showing the EXTENDED SETTLEMENTS

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF THE PEAK

PLAN OF NEW TERRITORY (KOWLOON)

PLAN OF KOWLOON

PLAN OF MANILA

PLAN OF SAIGON

PLAN OF SINGAPORE

PLAN OF BATAVIA

The CHRONICLE covers the notable events
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Duties, Postal Guide, Signal Codes, Chinese
Festivals, Tables of Money, Weights and
Measure, and other Commercial Information
including:—

TREATIES WITH CHINA

Great Britain—Nanking, 1842; Tientsin,
1858; Tariff Agreement and Rules, 1859;
Convention, 1860; Rules for Joint Investiga-
tion of Customs Seizures, 1868; Chefoo,
1876, with Additional Article; Opium Con-
vention, 1889; Chungking Convention, 1891;
Tientsin Convention, 1890; Burma
Convention, 1897; Kowloon Extension, 1898;
Weihaiwei, 1898; Convention, Commercial;
Shanghai, 1902; Emigration Convention,
1904.

France—Tientsin, 1858; Convention, 1860;
Tientsin, 1865; Conventions, 1866, 1867, and
1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional
1868; Peking, 1880; Immigration, 1894;
Commercial, 1895.

Germany—Tientsin, 1881; Peking, 1880;
Kiaochow Convention, 1898; Railway and
Mining Concession, 1898.

Japan—Shimonoseki, 1895; Liaotung Con-
vention, 1895; Commercial, 1896; New Ports,
1896. Supplementary Commercial, 1903.

Russia—S. Petersburg, 1841; Russian Land
Trade, 1881.

Portugal, 1848; Commercial Treaty, 1904.

Final Protocol made between China and
Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1841; Dairen Convention, 1893;
Tientsin, Accords made to Korea; Gifu
States, Extraterritorial Treaty, 1886; Great
Britain (Alliance) 1901; Russia (Peace
Treaty) 1905.

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876;
Japan, 1905; United States, 1892; Great
Britain, 1895.

TREATIES WITH SIAM

Great Britain, 1856 and 1890; France, 1893
and 1894; Japan, 1893; Russia, 1893.

Great Britain and France, Siam Frontier.
Great Britain and Russia, Railway Convention
1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Korea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s

Subjects in China and Korea, and in Siam,
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in China, &c.; Tables of Court and Consular
Fees; Charter of the Colony of Hong-
kong, Malay States Federation, Agree-
ment, Table of Hongkong Court Fees; Admi-
nistrative Rules, Foreign Jurisdiction Act, Regu-
lations for the Consular Courts of United
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A RUSSIAN POET AT TSUSHIMA.

There has just been published in St. Petersburg an account (somewhat after the style of Childe Harold) in which it is principally a series of observations and reflections arising out of a visit to the island of Tsushima, the scene of the famous naval battle of 1905. The author is a Russian poet, the work of Lieutenant Shchegolev, a naval officer of barely thirty years of age, who was killed during the battle in question on board the man-of-war "Alexander III." Shchegolev was the son of the celebrated Russian poet of the same name. He is fully reproduced in his earlier verses the style and mannerisms of his father, but in this his final volume he showed signs of feeling himself from these defects and of finding a poetical note of his own. Had he survived the battle of the Japan Sea he might have achieved the distinction of being the first poet to describe a modern sea-fight, but he did not survive. His work is filled with lines which acquire a strange significance in view of the death he met. Again and again he announces his love for the waves of the ocean. He enters with a brave heart on his final voyage—

Let us hasten our hearts
Yes, if a great fight awaits us
Let us meet the enemy with fierceness
As advancing meets retreating war.
By and by, however, he seems to lose faith in human power to save, and to believe that the Divine protection alone can enable the doomed fleet to reach Vladivostok—

May the hand of the Lord preserve
On its path our eastward-going fleet!
Weekend our destination.
We go on, not knowing whither—
Like birds who, feeling the approach of the autumn and the ice,
Set out in flocks.

Englishmen are in the habit of thanking God that there is between them and France that "silver stream," the Channel, but this Russian poet seems to take another view of it. As the passage also contains some reference to the attack on the Hull fishermen, I shall translate it in full—

To the safe La Manche we pass
To the blue ocean.
La Manche, which protects the beautiful shores of France.
From the curious eyes of the English,
Whose proud white cliffs rise laughingly
From the surging sea below.
Against the sky the cliffs show white;
They glitter whitely from afar.
Nature is ever cheerful
She sought to clothe for England an ideal symbol.

And she found the colour of innocence.
Oft 'tis true that two days back
Quite suddenly we hurried men into hell.
To the murderous roar of cannon.
Was it our fault? No! The guilty are those
Who here in the deep darkness
Screened the distant enemy.
The heart is wrung with anguish—
We cannot wait to make investigations,
The success are the success of an instant,
And that instant never comes a second time.

From this it will be seen that our poet has not, to say the least of it, much cause or substance. In fact, it is in his mystery over the language and over the art of versification that he shows to the best advantage. He is also unfortunately so very introspective that this remarkable voyage half-way round the world draws from him no attempts at descriptive work, and in fact nothing that might not be as well written at home.

At Dairen the poet found that the negroes had glistering white teeth and were fond of blue in their dresses—such of them as had dresses. They sang French chansons and tried to speak in French to the Russian visitors.

One said: Russe brave — bataille —
Anglais mauvais — japon canaille
Another said:
Bataille pas bon — bataille — la mort.

This is a very low level indeed, but the poet does not rise much above it till we come to the last stanza which was written after the Russian squadron passed Singapore. "The sportsman-like English" (why the adjective is impossible to say) "were very much astonished when we appeared off Singapore" and he adds the sad reflection that the Russian fleet has been nowhere welcomed, which reason we brought plenty of money with us. He goes on to relate how at Singapore the Russians learned that the Japanese had been there three weeks before, and were then in the China Sea.

Where he awaits us with comprehensible impatience.
On all sides we may expect an attack.
A sharp look-out is kept up, but nowhere
Can anything suspicious be seen on the horizon.

The poem ends with an invocation to the Almighty and with a feeling recollection of Easteride in Holy Russia.

HUMOUR OF LONDON CABBIE.

SOME REMARKS WHEN THE TIP IS NOT FORTHCOMING.

One of the strongest objections to the introduction of the taximeter in London was that the cabman would be deprived of any opportunity to display his choice selection of language and skill in humorous repartee.

Some of the humor of cabmen of course have no sense of humor, but the majority are decidedly facetious. Here are some examples of witty and sarcastic "cabbies."

"To appreciate them properly it must be understood that the fare has (if a single shilling in payment for a ride just within the two mile limit).

"Are you quite sure you can spare this? remarks the cabbie with a bump of humor. D'you think you'd be able to rub along on the other nineteen till next Friday? It's going the pace, y'know."

"If you'll take my tip, guv'nor, runs another form of gentle reproach, you'll go and see a heuculist. You 'allied this bus by mistake. You wants a red or yellow 'bus—black ain't in your line at all."

"Thank yer, guv'nor, says another cabbie, with apparent caution; thank yer, kindly. Yer offer is well meant, but I couldn't go for to do it. Saying which he makes a pretence of handing the shilling back to the astonished fare. But I can't tell him, guv'nor, an' that's a fact. Yer 'andsum 'bus'd make me rich for life, but I tell yer, I can't sell him."

One cabbie, who was an excellent actor, on receiving his shilling burst into tears and between his loud sobs jerked out, "I'm sorry you forces it on me, guv'nor. I am really. The bin-come tax people'll be down on me now."

An excellent "cabbie" was present at the suburban night. As the fare left himself into the house he was regarded somewhat as follows: Go in quietly, sir, in case the old woman wakes up and 'ears me drivin' away. She might 'ave the rest of yer pocket money for this extravagance."

TURNING OUT YOUNG BRITISH TARS.

"WAR-PITH" BOYS' VOYAGES TO SYDNEY AND BACK.

An interesting experiment came to an end last month when Messrs. Devitt and Moore's fine clipper, the "Port Jackson," anchored below Gravesend, having finished her voyage of nearly 30,000 miles with a crew, which included 100 Marine Society boys, from the "Warspite" training ship. The object of the society (founded by Messrs. Devitt and Moore) was to show that British boys could be found and trained to man the mercantile marine, if some public interest were taken in the matter. This round voyage to Sydney and home again has cost the society £3,000, and it now remains to be seen whether the scheme is to die or to be extended.

The appearance of a big, four-masted barque in the Thames, with the lines and smartness of the "Port Jackson," is of sufficient rarity nowadays to be of interest—indeed, Messrs. Devitt's splendid clipper almost alone keep the old traditions alive on the Thames.

The row of lads' bright sunburnt faces which showed over the bulwarks was all the evidence really necessary as to the success of the trip. There ought to be more owners like the "Port Jackson," and more shippers like her "old man," Capt. George Ward, who is an ideal British sailor, of great experience, broad-minded, kindly, and with humorous eyes which hardly, with startling suddenness when business is mentioned.

It will be remembered that a race home has been reported between the "Port Jackson" and the "Vimiera," another clipper. The "Port Jackson" together, and the "Vimiera" was reported at Falmouth, the winner.

"Please note there has been no race," said Captain Ward severely. "But," he added, twinkling, "you might just say that when the 'winner' was announced at Falmouth I was out of the Start, ahead of him, for I passed the Lizard, 96 days from Sydney, on Thursday at night."

The "Port Jackson" sailed from the Thames last May, and the outward voyage was long and uneventful, but for one light place—a collision with a steamer in the Channel, which caused her to turn back. On that occasion the boys behaved splendidly.

Homeward bound, the ship left Sydney on 10 Jan. last, with the "Vimiera" in company. The wind was ahead at S.E. and the weather fine. On 17 Jan. the "Vimiera" was sighted, New Zealand (South Cape) was passed on 22 Jan., and the lonely voyage across the Pacific to Cape Horn began. The dreaded caps was kindly, and they passed it on 15 February.

The weather all through was much to the boys, and favourable winds aided the "Port Jackson" to the Equator. The north-east trades were found on 15 March, and last week after. From the Azores home the clipper still found an easy time of it, a steady wind ahead, and on 14 April the friendly weather brought her to the Channel. She arrived at Gravesend at four p.m. on Saturday having run down the home track of 14,384 miles in a hundred days.

The boys looked for different from the crew which left the South-West Dock last May.

"And they are different," said the captain. "We have just had them weighed and measured, and they have all pulled out and filled out. One boy has increased 22 lb. in height, and another has added 40 lb. to his weight."

"To a large extent, they have done the same work as the crew. They are quite equal to an ordinary seaman in splicing ropes, belaying, and so on, they can climb and make sail, and on the home run they have been allowed to steer under supervision. In fact, they are even now quite worth their salt, and only differ in weight (or most of them do) from the usual ordinary seaman. I'd guarantee they know more than a good many deck hands who are getting the full port wage. They are good boys, and the scheme has been quite successful."

There is one very creditable thing—to the account of one lad, Frederick Daves of Kingston. He comes home with a gold and silver medal and the certificate of the Royal Shipwreck Relief and Humane Society of N. S. W. The certificate hangs framed in the skipper's cabin.

While the "Port Jackson" was in West-Indies Bay, a little boy fell from a neighbouring wharf into water. Daves sprang overboard, caught the child underwater, and came up with him. The little fellow gripped his arm round Daves' neck, and the position the brave "War spile" had swam ashore with him.

The recently presented Daves with a silver medal, and the child's parents with a gold one. Sir Frederick Darby making the presentation on board the ship.

BRITISH FOREIGN TRADE.

FURTHER EXPANSION.

Imports	Exports
April 1907	456,786,097
April 1906	972,787
Exports 1906	34,416,86
Exports 1907	7,304,569
Re-exports	9,669,593
Imports 1906	2,337,812

There is again a very satisfactory increase in our foreign trade after making due allowance for the fact that April contained two working days more this year than last. The value of the imports was larger by £9,728,787, or 20.66 per cent., while the gain in the exports amounts to £7,304,569, or 27.31 per cent. The addition to the imports again appears chiefly in raw materials which have increased £6,571,466, cotton contributing £2,427,560 and wool £1,482,695. Of manufactured articles our receipts of iron and steel descriptions diminished £217,425, but those from other metals increased £262,255. Machinery improved £137,913 and chemicals £18,86. Our purchases of wheat from Argentina and the British East Indies were larger, while those from Russia, Australia, and Canada declined. We bought more wheat-meal and flour from Germany, the United States of America and Canada, and less from Argentina and Australia. Russia and Romania sent us more maize, but the quantities of that cereal from the United States and Argentina were smaller. Our total imports for the four months increased 13.25 per cent., being as follows:

Imports (four months)	Exports (four months)
April 1907	£27,961,92
April 1906	26,882,854

Of the increase in the exports the greater part figures in manufactured articles, whose most cotton ones having improved £2,551,439. Iron and steel have gained £1,024,365, other metals £395,477; machinery, £166,183; ships (new), £487,445; chemicals, £111,320, and wool, £110,357. We exported 5,127,731 tons of coal valued at £1,135,323, against £1,381,336 tons valued at £2,347,364 a year ago. For the four months the total exports increased 15.27 per cent., and were as follows:

Exports (four months)	Imports (four months)
April 1907	£136,283,852
April 1906	118,544,559

For the month the imports of bullion increased £357,847, to £1,955,966, and those for the four months decreased £551,877, to £2,696,582. The exports for the month decreased £4,019,013 to £3,009,441, and for the four months they were £2,721,877 smaller at £17,411,708.

THE CENSORATE.

The Board of Censors is an anomaly in the Twentieth Century. It survives as a link with the old patriarchal form of Government, and, in theory much may be argued in its favour. The Emperor of China is an autocrat, but he is an autocrat whose range of vision is frequently very limited, and whose faculty of hearing is seriously impeded by the tumult of the Capital. The Throne needs more eyes, more ears than the ruler possesses, and hence the existence of such a body, or Censorate. Its duties are varied and responsible. It jealously guards the upkeep of ancient manners and custom; it is charged with the investigation of the conduct of those who hold official rank; it is supposed to discriminate between the good and the bad performance of official duties, and not only to report to the Throne on these matters, but even to reprove the ruler himself should he by word or deed fail to maintain the prestige or traditions of the Throne. It supervises the working of the Ministries at Peking, and acts as a final Court of appeal in criminal cases. Its responsibility for the conduct of the Emperor is such that it is held to blame for any faults committed by him without remonstrance on the part of its members. Though there have been many instances in history of Censors having paid with their lives for rash criticisms, the Censorate is supposed to present its advice or remonstrances without fear of capital punishment.

The Censorate is composed of fifty-six members, including two Censors and four deputy censors. In addition, all Governors, Local Governors and Governors of Rivers are ex-officio members. A personal of the Imperial Deceeser or the Peking Gazette show that the Censorate is very active. Every official in the Empire from the highest to the lowest, is liable to be impeached by this Board, and, as a recent example has shown, even the members of the Royal family are not immune from its denunciations. An unimpeachable Censorate would, undoubtedly, provide a powerful check on mis-government. That there have been conscientious and fearless critics on the Board cannot be denied. Many have suffered for faithfully performing their duties, while on the other hand, there are instances of the Emperor himself acknowledging the justice of a merited rebuke. Unfortunately such instances are comparatively rare. The Censors as a body are not endowed with the righteous zeal and total disregard of consequences that characterized the Hebrew prophets of old, traits that are indispensable for the efficient performance of their duties. In a country where bribery is so prevalent it is not surprising to find that those who above all should set an example of integrity and rectitude are not themselves beyond the reach of corruption. The Board charged with the duty of detecting and denouncing corruption is itself notoriously corrupt. *Quæ custodiet ipsos custodes?* It is an open secret that the party in power can console the Truth's Yarn only by outbidding its rivals. Good and bad alike ally from its denunciations, and the animosity of one of the members may and frequently does destroy the results of years of enlightened and conscientious service.

The Censorate has been notorious for its opposition to reform and progress. Wherever reform has lost the day its influence may be traced, and so long as it continues to exist there must always be an element of uncertainty in the politics of the Capital. In the course of time it will doubtless disappear, because even in theory the real for its existence will have disappeared. But this cannot be expected until the Government has its back enlightened public opinion, and channels have been opened whereby that opinion may be fearlessly and freely expressed. But whilst it remains, it could be made to serve really useful purpose, if its ranks are filled by men of enlightened views, who really have the good of their country at heart. In her awakening China is becoming restless and impatient, and efforts are made to accomplish in a short time what experience elsewhere has shown to be the work of years. At no time has the Throne stood more in need of competent and disinterested advisers. A wise Government at this critical period might do much to turn the energies of its people into the right channels, while intolerance and lack of sympathy may bring disaster in their train. So long as the Censorate remains a hot-bed of intrigue, ready to serve the party that pays most handsomely, and to remove from power capable officials who have at justly incurred its displeasure, it is one of the most serious obstacles to the progress of reform in this Empire. At present the "eyes and ears" of the Throne are too prone to see or hear nothing unless it is made worth their while to do so. In spite of its anomalous position the Censorate might yet, in the immediate future, be made to serve a useful purpose, and one of the most necessary reforms in China is the task of making it more in practice what for centuries it has been in theory—N. C. Daily News.

A WEDDING TRAGEDY.

BRIDE'S MYSTERIOUS SLEEP.

"Suicide during temporary insanity" was the verdict at an inquest at the Royal Naval Hospital, Chatham, last month in the case of John Heather, first class Petty Officer, R.N., who disappeared from his home the day after his wedding.

Extraordinary evidence was given by the widowed bride, Catherine Heather, a bright, intelligent young woman. She was married to deceased on Easter Sunday at St. George's Church, Borough, London, and they proceeded to their home at Gillingham the next day. That evening they had some tea before retiring. About midnight she was roused by deceased, who asked her if she was all right. She replied that she was, and from that time she remembered nothing more till she awoke at five o'clock the next afternoon.

The Coroner: How do you account for having so long a sleep?—I don't know whether he gave me anything.

Had anything been put in the tea?—Not that I know of.

The Coroner: Did you leave the room whilst the tea was being drunk?

Witness: I left the room to go into the scullery two or three times.

Continuing, she said that when she awoke she felt languid and faint. She had no recollection of taking any powder, liquid, or sleeping draught. She and members of her family made a search for any paper or bottle which may have contained narcotics, but found nothing.

On going downstairs a witness found the front door locked and the back door open. (The house was in order. Deceased had gone, and from the clothes that remained behind she concluded he must have worn his working clothes, a pair of glass kid gloves, and a neckerchief. His money lay on the mantelpiece, his watch and chain were also in the house.)

Witness assured the jury that the marriage was a happy one. "He has known me since I was a little girl," added witness. "We were engaged twelve months, and have never had a cross word."

Deceased had ten days' leave, and witness knew of no business to call him to the dockyard. He was attached to H.M.S. "Edgar." She could not account for his body being found in one of the bays. He had left no letter behind him.

He was getting on well in the service. Witness said deceased complained of his head on the day of the wedding, and on the way down to Gillingham from Beekham he made no complaint, but seemed very quiet. He had pneumonia six years ago. A brother of deceased drowned himself at Easter time 17 years ago.

Evidence was given of the recovery of the body, which was found floating face downwards alongside H.M.S. "Sylvia" in No. 3 Basin, Chatham Dockyard. Deceased had two iron firebricks inside his jumper. They extended from the neck down to the groin, and each weighed about 10 lbs. Deceased had been in the water some time.

He was not seen to enter the dockyard; and it was stated that a petty officer could not enter the yard without any questions being asked between the hours of 5 a.m. and 12 p.m.

In summing up the Coroner remarked that it was the most strange story he had ever heard.

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